



I N D E X

TO

R E P O R T

FROM THE

SELECT COMMITTEE

ON

CONVEYANCE OF MAI LS  
BY RAILWAYS.

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*Ordered, by The House of Commons, to be Printed,*  
25 July 1854.

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3. *Objections on the score of Delay and Uncertainty.*

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*BOOK PARCELS:*

1. Weight and Number conveyed by the Post-office.
2. Advantage of Conveyance by Post; Effect thereof on Railways Companies.

1. Weight and Number conveyed by the Post-office:

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#### BRISTOL :

1. *Complaint of irregular and defective Postal Communication.*
2. *Stoppages at the Bristol Station.*
3. *Explanation given by the Post-office.*

#### 1. *Complaint of irregular and defective Postal Communication :*

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**BRISTOL**—continued.

1. Complaint of irregular and defective Postal Communication—continued.

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*EAST COAST ROUTE:*

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2. Objections to the Adoption of this Route:

1. Evidence and Returns in favour of the East Route to Edinburgh, &c.:

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*Edinburgh, Perth, and Dundee Railway.* Dispute between the Post-office and this company adverted to, *Cowen* 417—Inconveniences to the public consequent upon the dispute, *Hill* 2048, 2049—Causes of the dispute referred to, *ib.* 2050, 2058.

*Egerton, Edward Christopher, (Member of the Committee.) (Analysis of his Evidence.)—* Member for Macclesfield, 601—Various complaints made to witness from the whols of the Macclesfield and adjoining districts, of the very insufficient way in which the postal arrangements are conducted, 602-612—Insecurity of the mails carried from Chelford to Macclesfield by the mail-cart; extract of a letter from a gentleman relative to this subject, 603-606, 618-620—Great circuitousness of the route between Macclesfield and Congleton, and other adjoining towns, 607-612—The Members for Macclesfield have always been accompanied in their deputations to the Post-office by the Member for South Cheshire, Staffordshire, and the Potteries, 613—It is often to the advantage of a Macclesfield manufacturer to send a special messenger to Congleton on account of the postal delay, 615.

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*Egerton, Edward C. (Member of Committee.) (Analysis of his Evidence)—continued.*

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*Electric Telegraph.* The electric telegraph has interfered very largely with postal communications on account of messages being conveyed at so cheap a rate and so rapidly; remarks generally thereon, *Bosch* 948 et seq.—The information by the electric telegraph is given in such general terms, that persons run great risk in acting upon it, ib. 946—948—The electric telegraph is not a substitute for the general purposes of foreign mercantile correspondence and information, ib. 952—The telegraph is unsafe for important business, and not applicable to general correspondence, *Magn.* 359—Uselessness to the Midland Railway Company of the electric telegraph during the night, with regard to the working of the trains, *Alport* 348—Present inutility to Manchester of the electric telegraph with respect to news on the arrival of the foreign mails, *Boothman* 3740, 3741.

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Reference to the expenditure of late years for the conveyance of the mails, *Hill* 2914—2919—Impression that the conveyance of the mails is not a lucrative service to the companies, ib. 3095—3097—The Post-office ought to pay in proportion to the cost and use of the railway itself, *C. A. Sanders* 3169—Very great number of items to be considered in forming an estimate of the expense of a single train, *Bedham* 3561—3575—The general effect of railway arbitrators has been to get the highest possible price for conveyance, *Harrison* 3946.

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Supplemental return to the Return No. 7 (in Appendix No. 1), laid before the Select Committee by the Post-office, showing, as regards each of the trains comprised in that list, the amount of payment made for it by the Post-office; and stating, in each case, whether the payment is made under award or under agreement, *App.* p. 575—581.

Principle to be observed in expenditure by the Post-office, *Rep.* p. xii—Expense should be incurred wherever additional accommodation is required, and is commensurate with the outlay, without reference to profit to the Post-office, ib.

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*Express Trains.* Letter from Captain Galton, n. r., to the Chairman of the Committee, enclosing returns of the time tables of the express trains on the Caledonian, Chester and Holyhead, Great Northern, Lancaster and Carlisle, London and North Western, Midland, North British, York and North Midland, and York, Newcastle, and Berwick Railways, App. p. 519-574.

See also *Great Western Railway*, 2. *Special Mail Trains.* *Speed.*

*Extra Charge for Delivery.* Hardship that those living half a mile from the central and a quarter of a mile from the branch post-office at Stoke should have to pay a penny for every letter received, Hollins 432-434, 445, 446.—The extra penny charged for the delivery of letters is a great drawback on the increase of correspondence, ib. 531.

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## F.

*Facilities for Conveyance.* See *Delivery.* *Direct Mail Bags.* *Increase of Accommodation.* *Post Office.*

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*Ferry Hill Station.* Explanation of the stoppage of the night mail train to Edinburgh at this station, though not required, O'Brien 49, 117, 118.—Stoppage of the York, Newcastle, and Berwick mail train at Ferry Hill advertized to, Hill 1409, 1410.

*FINES:*

1. *System of mutual Fines proposed.*
2. *Objection by Railway Companies thereto.*

1. *System of mutual Fines proposed :*

It is very desirable to adopt a system of mutual fines for delays, Jack 1092-1096, 1143.—Unsuccessful result generally of a recent proposition made by the Post-office to the railway companies for a system of mutual fines, Hill 1951-1953.—Assent given by the Treasury to the proposal for mutual fines, ib. 2295, 2297.—Only one company has unconditionally accepted the proposal, ib. 2298.—Advantage of a system of penalties in connexion with one of constant inquiry into delays, Bell 3830-3839.

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2. *Objection by Railway Companies thereto :*

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*Fish.* Belief as to the use of mail trains for the conveyance of fish from Scotland, Right hon. D. MacLean 387, 388.

*Fishbourne, Jasna.* (Analysis of his Evidence.)—Railway agent in Dublin, 4049-4051.—Complaint in Cork and Waterford that they have not the same advantage in their postal communication as the people at Belfast, 4052.—Satisfactory nature of the Post-office arrangements with Belfast; and the north of Ireland; particulars as to the same, 4053-4055, 4063-4075.—The present state of the communication with Cork, and the south of Ireland generally, is very inconvenient; suggestion for its improvement, 4058-411.—I.

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Fishbourne, Justice. (*Analysis of his Evidence*)—continued.

4062, 4077-4079—Distance of Belfast, Cavan, Waterford, and Cork from Dublin, 4076, 4077—Importance of the communication between those places and England, 4080—Complaints as to the cross posts in the neighbourhood of Carlow, Kilkenny, and Ross; arrangement in contemplation to improve them, 4081.

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## FOREIGN AND COLONIAL MAIIS:

1. Complaints as to the mode of Transmission on Arrival in England; Remedies suggested.
2. Explanations by the Post-Office Authorities.
1. Complaints as to the mode of Transmission on Arrival in England; Remedies suggested:

Evidence in detail, with reference to the delivery at Liverpool of the letters brought to Southampton by the Transatlantic and West India steamers, *Bouch 867 et seq.*—Circumstance of the West India mails having arrived at Southampton three times in the course of this year, in time for the London mail on Friday evening, whilst the letters for Liverpool did not arrive till Saturday evening, thus virtually giving the London merchants a fortnight's advantage over those at Liverpool, as the outward mail left on Monday; proposals for remedying this grievance, *ib. 887 et seq. 888-895*.—If the letters were sorted at Southampton, and the bags for the north and Liverpool sent off in the evening, in lieu of being first sent to London, and thus sorted, this evil would in a great measure be removed, *ib. 889 et seq.*

Table delivered in, showing the relative distances from Liverpool and Southampton to various large towns in the kingdom, thereby proving, with one exception, that if all the letters by sea were brought to Liverpool they would be delivered all over the kingdom much sooner than at present, *Bouch 884, 936 et seq.*—The importance of letters from the East and West Indies, &c. fully justifies the people of Liverpool in expecting a direct conveyance to the north, *ib. 887*.—The letters of the Liverpool merchants by the West India mails should be delivered in the morning, the same as in London, *ib. 899 et seq.*—Great advantage if the continental and Indian letters were forwarded from Dover to Reading, and thence to Liverpool, instead of being first sent to London, *ib. 912-920. 956, 957*.—Inconvenience of the mails arriving at Liverpool in the middle of the day, as tending to distract attention from the general business, *ib. 913, 920*.

Liverpool is not so deeply interested in the West India mails as London, *Bouch 933, 935*.—The midland counties are equally affected by it at Liverpool, *ib.*—Great saving of time would be effected if a post on the western coast of Ireland were adopted for landing the mails from across the Atlantic, *ib. 939-941*.—Inutility of the present West India mail service, letters being received from the foreign West India Islands through America ten days sooner than by these mails, *ib. 941*.—Case relative to the shipping of bullion, in illustration of the great hardship to the Liverpool merchants of the present system of transmission of the mails from Southampton, *ib. 933*.

Great importance of the Continental and East India correspondence which passes through France, *Browsing 1027-1030*.—The inland letters are very few as compared with the foreign letters which come by the day-mail from London to Liverpool, *ib. 1031-1033*.—Suggestion that the foreign mails be transmitted direct to and from their ports of arrival and departure in England, *Joch 1157*.—The Bristol letters form an important part of the West Indian mail, *ib. 1159*.

Great inconvenience and grievance to Liverpool foreign merchants in the time now lost in transmitting the mails from the Continent; alterations suggested, *Zwischenhart 3690 et seq.*.—The inconvenience is chiefly confined to the out mails, *ib. 3690, 3694*.—Importance to the northern towns of having a direct communication upon the arrival of the foreign mails at Southampton and Dover, *ib. 3705-3707*.

Witness agrees with Mr. Zwischenhart in his principal objections to the present mode of postal communication with the continent, *Borkner 3734, 3735, 3743*.—Suggestion that all letters should not be centralized in London, but should be sent forward by direct railways when it is possible to do so, *ib. 3735 et seq. 3767-3775*.—The amount of postage paid by Liverpool and Manchester is not a fair criterion to take, *ib. 3743*.—Although the route via Dover, Reading, Reading, and Oxford to Manchester be longer than

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**FOREIGN AND COLONIAL MAILED—continued.**

**1. Complaints as to the Mode of Transmission on Arrival, &c.—continued.**

than the route through London, it would not cause anything like the delay occasioned by the latter route, *Boothman 3750-3751*—The Post-office ought to provide special trains if the packets do not arrive punctually, *ib. 3750*.

**2. Explanations by the Post-Office Authorities:**

A large staff would be required at Southampton to prevent foreign letters for Liverpool being sent to London to be sorted, and then forwarded to Liverpool for delivery; unadvisability of such staff on account of the enormous expense, *Boothman 2502-2507, 2558-2559*—Uncertainty of the arrival of foreign mails as shown on 2 July last, at the London office, when there were 600,000 letters to be sorted, and when 600 persons were employed, *ib. 2507*—Average number of letters brought by each mail to Southampton, and number of mails per month, *ib. 2508, 2509*—Regulations at the Post-office at Southampton with regard to forwarding colonial mails to the interior, *ib. 2510*.

Average of the arrival of mails in London during the past year, by which the Peninsular letters for Liverpool could only have been delayed three times, and the West Indian mails twice, *Boothman 2511-2514*—The latest hour of the arrival of a letter from Southampton which would be despatched to Liverpool, is four o'clock, *ib. 2520-2527, 2571-2573*—Great expense of a direct postal communication between Southampton and Liverpool, *ib. 2547*—In the event of letters being directed from the West Indies to Liverpool “direct” or to other large towns, a bag would be required from each island to each of such towns, *ib. 2548-2551*—Remarks generally relative to the adoption of a direct communication from Dover to Liverpool and Manchester; opinion that it would be too expensive, *ib. 2574-2581*.

The mails from Southampton have arrived on eight occasions during the year too late for the departure by the evening mail to the North, *Boothman 2624-2627*—On forty-six occasions during the year, the London merchants have had the advantage of the Liverpool by one day, and on eight they were delivered simultaneously at both places, *ib. 2638-2645*—Evidence generally relative to the proposed mail direct from Dover to the North; to meet this mail separate branch communications to all the different towns would be required as well as additional staffs to receive and distribute the letters, *ib. 2634-2644, 2675-2687*—Great risk of errors if special boxes were made up in Bombay, and the colonies for the principal towns in England and Scotland; small saving of time by this means, *ib. 2689-2694*.

Increased accommodation to the public in the foreign and colonial mails being now made up oftener than formerly, *Vicount Canning 4333-4337*—Statement of the several improvements effected in the foreign colonial department of the Post-office within the last two years, *ib. 4455*.

*See also Australian Mail, Bristol, 1. 3. Colonial Letters. Dover. Plymouth. French Mail. Liverpool, 2. North American Mail. Overland Mail. Sorting.*

**Forfar.** Return of the hours at which the night mail trains running between London and Aberdeen arrived at Forfar during the months of October, November, and December 1853, *App. p. 445-450*—Similar return as to the day mail, *ib. 456-461*.

*See also Aberdeen Railway.*

**France.** Course pursued in France to obtain direct and speedy postal communication between important places, *Zwölferbart 3709-3712*—Mode of paying for the conveyance of the mails on the railways in France, *ib. 3717-3719*—Lower rates charged in France for the heavier packets conveyed by post, *Hill 4194-4199*.

**French Mail.** The French mail is sent to London immediately on its arrival at Dover; the Dover portion having already been sorted in France, *Boothman 2530-2532*—Suggestions relative to the postal communications between Paris and Liverpool via Dover; inconvenience of the present arrangements, *Zwölferbart 3690 et seq.*—The cost of witness's postage between Liverpool and Paris was upwards of £1,000 £. a year under the old system, *ib. 3695-3697*—Course of the mail from Paris to Manchester, *Boothman 3796-3801*—Circuitous route from Paris to London, *ib. 3804-3809*.

Return showing the hours at which the French mail bags were due and arrived by railway at the London Bridge Terminus during the months of October, November, and December 1853; *App. p. 480*.

*See also Dover. Foreign and Colonial Mails.*

**Frequent Deliveries.** See *Deliveries.*

**Increase of Accommodation.**

**Metropolitan Delivery.**

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## G.

*Gathouse.* See Kirkcudbright.

*General Contracts.* Companies with whom general contracts have been made, *Hill* 2911, 2912—Nature of these contracts, *ib.* 2913-2915—Advisability of discretion in the Postmaster-General as to the nature of the contract to be entered into with any company, *ib.* 2916, 2917.

*General Post-Office (London).* Half of all the letters written pass through the London Post-office, *Hill* 2089—Want of accommodation in the General Post-office advertized to, *ib.* 2928—The present staff in the inland and Foreign Department is from 900 to 1,000 altogether, *Barker* 2718—Statistics of the increase of business in the London Post-office during the years 1852 and 1853, *Viscount Canning* 4312-4326.

Statistics of the number of letters received at and despatched from the secretary's office on various subjects in 1852 and 1853, *ib.* 4316-4323—Statistics of the number of minutes on various subjects laid before the Postmaster-general by the secretary and assistant secretaries, *ib.* 4326.

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*Glasgow.* Reasons for a comparison by witness of the present route to Glasgow with that proposed via the Great Northern Railway, *Hill* 1555-1557—Decided advantage of the western over the eastern route to Glasgow, *ib.* 1699; *Huish* 2930-2934—With respect to rural parts about Glasgow, &c., the arrangements are generally made through the surveyor of the district, *Hill* 2918, 2919.

Return of the hours at which the night mail trains running between London and Aberdeen have arrived at Glasgow during the months of October, November, and December 1853, *App. p. 445-450*—Similar return as to the day mail, *ib.* 455-461.

*Gloucester.* Irregularity of the trains on the Gloucester Branch Railway from various causes, *C. A. Saunders* 3168-3170—Complaints of delays at Gloucester advertized to, *Hill* 4921.

*Gradients.* Slight extent to which, on the whole, the gradients may be in favour of the east coast route to Edinburgh, *Huish* 2868-2869, 2929-2933, 3124—Gradients have less to do with speed than is generally supposed, *ib.* 2929, 3124—The gradients and general formation of the Great Western line are favourable to rapid travelling, *C. A. Saunders* 3156-3158—Superiority of the gradients and curves on the Midland line to those on the Great Northern, *Alport* 3317, 3334—The gradients and curves are not more unfavourable on the Bristol and Exeter than on other lines, *Barker* 3422.

*Graham, Sir James.* Sound principles upon which, on a certain occasion, Sir James Graham acted as umpire in a case of arbitration, *Huish* 3038, 3063.

*Grantham.* Circuitous route of the postal communication with Grantham, on account of the Great Northern line not being used, *Clarke* 2977, 2978.

**GREAT NORTHERN RAILWAY:**

1. *Evidence generally in favour of the Use of this Railway for the Conveyance of Mails to the North.*
2. *General Objections to the foregoing Proposition.*
3. *Speed and Regularity of the Trains considered; Returns thereon.*
4. *Increased Expenditure necessary.*
5. *Consideration of the Question by the Committee.*

**1. Evidence generally in favour of the Use of this Railway for the Conveyance of Mails to the North :**

Saving of time to be effected by sending the mail to York and the North over the Great Northern Railway, *O'Brien* 27-48—Evidence in favour of the Great Northern route as the most expeditious for the conveyance of the mails to the North, *Sir G. Grey* 252, 258, 281-283, 299-306—Complaints as to the mail from Edinshaugh to London being two hours and a half shorter by the western than by the eastern coast, on account of the latter route from York not being over the Great Northern line, *Right Hon. D. McLaren* 342-344.

Equal facilities on the Great Northern line to York, and on the route via Derby, with regard to speed and safety, *Clarke* 2357, 2358, 2366—The Great Northern route is shorter by twenty-nine and a half miles, *ib.* 2359—Less time, by two hours and fifteen minutes, taken by the Great Northern evening express than by the mail train via Derby, *ib.* 2360, 2361—Feasibility of running a mail train on the Great Northern line to York in the same time as the express, *ib.* 2362-2365—Any acceleration possible on the Midland line is equally so on the Great Northern line, *ib.* 2366.

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## GREAT NORTHERN RAILWAY—continued.

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Advantages for postal purposes of the Great Northern train from York at 8.40 p.m. to London, Clarke 2359, 2373, 2374—Nine-tenths of the passengers between Edinburgh and London travel by the Great Northern line, ib. 2370, 2371—Trains of the Great Northern Company now at the disposal of the Post-office, ib. 2374—Evidence showing the several towns east and west of the Great Northern line which are now served respectively through the means of the Eastern Counties Railway and of the London and North Western Railway by a system of mail carts and foot messengers, ib. 2375–2379—Inconvenience suffered by the several trains explained, ib. 2375–2397—The whole of the trains and district referred to might, with advantage and economy, be served by the Great Northern Railway, ib. 2380–2382, 2438, 2444.

The Great Northern Company do not wish for any transfer to their line of the mails from the Western or Midland route, but merely for an extra service between London and York, Clarke 2417, 2418, 2437—Convenient hour in the morning at which the train from York offered to the Post-office would arrive in London, ib. 2430–2432—No new train need be run north of York, as the bags via Tamworth and Derby could be taken on by a passenger train, ib. 2434—Earlier and more satisfactory delivery of the mail in the towns south of York, if a night mail went along the Great Northern line, ib. 2445–2448—Express trains now on the line, ib. 2459—Number of carriages sent by the Great Northern night trains, ib. 2482, 2483—Practicability of a speed of 44 or 45 miles at night on the Great Northern line with ten passenger carriages accompanying a mail, ib. 2484–2489.

## 2. General Objections to the foregoing Proposition:

Doubts as to more than an hour being saved between London and York if the Great Northern instead of the Midland route were adopted, the former being only thirty miles shorter, Hill 1579–1583—Equal amount of correspondence delayed as benefited, if the Great Northern line be used for the night mail, ib. 1604—Understanding that the Irish letters are not proposed to be taken off the Great Northern line, ib. 1605, 1606—If the night mail be run along the Great Northern railway, every portion of the present service must still be retained, ib. 1683, 1684—Great inconvenience of accelerating the Irish and West of England letters, so as to tally with a night mail over the Great Northern line, ib. 1703–1710.

Explanation as to the greater number of passengers travelling between Edinburgh and London by the Great Northern, than by the other route, Hill 2947, 2968, 2999—Reference to Mr. Seymour Clarke's evidence (Q. 2417), as advocating a mail train between London and Edinburgh for the London and East Coast correspondence, without reference to the West of England letters, Q. 2958—It is about twenty-eight miles nearer to York by the Great Northern than by the Midland line, Allport 3319.

Memorandum by Mr. Rowland Hill on the proposed use of the Great Northern Railway, containing sundry objections against the proposal, App. p. 495–505.

## 3. Speed and Regularity of the Trains considered; Returns thereon:

Greater average regularity of the Great Northern day mail to Newcastle than of the night mail via the Midland line, in the month of November last, Hill 1538–1543—Greater speed of the Great Northern train during the same month, ib. 1544–1549.

During the months of October and November 1853, the express train from London at 9.30 a.m., was on an average only three minutes late daily, Clarke 2344–2346—The same train on an average of twenty-seven journeys in March 1854 was four minutes late, and on an average of twenty-two journeys in April, ten minutes late; table showing the actual running of this train during March and April, and its time of arrival daily at York and Edinburgh, ib. 2349–2351; and Eu. p. 209—Tables showing the actual time kept by the fast night train leaving King's Cross at 9.15 p.m., and due at York at 2.40 a.m., during March and April 1854; the average of twenty-seven journeys in March shows that the train was four minutes before time at York, and of twenty-seven journeys in April, that it was four minutes behind time, ib. 2353–2355; and Eu. p. 210.

The rate of speed of the 9.15 p.m. train from King's Cross could hardly be increased with safety, but may be kept with punctuality, Clarke 2367, 2368—Causes for the greater punctuality of the Great Northern train in March and April last, than in November 1853, ib. 2391–2393—Greater speed on the whole of the Great Northern trains than of the trains on the Western coast; causes the rest, ib. 2403, 2405, 2406, 2408–2410—Compilation from the records of the guards of the return of the running of the day mail on the Great Northern line in March and April, ib. 2475, 2476.

Explanation of the difference between the tables bandied in by Mr. Seymour Clarke and by witness, relative to the delay of the Great Northern morning train at York during last April, Hill 4109, 4140—Lateness on the Great Northern line in June 1854, ib. 4146.

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**GREAT NORTHERN RAILWAY—continued.****3. Speed and Regularity of the Trains considered; Returns thereon—continued.**

Return showing the hours at which the mail bags were due, and were delivered at the King's Cross terminus, for transmission by railway, during the months of October, November, and December 1853, App. p. 475—Time tables of express and fast trains between London and Edinburgh for April 1854, ib. 532—Tables showing the actual time kept by the express and fast trains respectively running over the Great Northern line to and from Edinburgh, during October, November, and December 1853, ib. 534–538

**4. Increased Expenditure necessary:**

Additional outlay of only 7,000 £. a year, if the mails to Newcastle, &c., be sent by the Great Northern Railway, *Allibone* 204—This outlay would in time be surpassed by the consequent increase of receipts, ib. 204—The probable reason for the refusal of the Postmaster-general to adopt the Great Northern route is that of increased expense, *Sir G. Grey* 269—Expediency of the Post-office providing reasonable recompensation, notwithstanding the expense involved, ib. 269, 280.

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**GREAT**

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**GREAT WESTERN RAILWAY:**

1. Arbitration between the Company and the Post-office.
2. Manner in which the Mail Service is performed; Acceleration contemplated.

**1. Arbitration between the Company and the Post-office:**

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2. *Evidence and Returns relative to Delay and Irregularity.*
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*Mackie, John, M.P.* (Analysis of his Evidence.)—Represents Kirkcudbright, 1117—Complaint that a letter from Gatehouse to Creetown, a distance of twelve miles, travels on to Stranraer by mail coach, and is thence returned to Creetown, altogether a distance of seventy-six miles, 1218–1220—This has been going on for seven months, or since the acceleration of the mails by the railways, 1218–1222, 1224–1229—The railway postal arrangements to Dumfries have been much improved lately, 1222—The inconvenience in question arises from Creetown having been altered from a post-office town to a sub-office, so that the mail bags are not now sorted there (confirmation of this by Viscount Dalrymple), 1226–1229, 1240—Extent of the inconvenience to Creetown, and also to Gatehouse and Glenluce, 1235—Promised inquiry into the matter by Mr. Rowland Hill, 1236, 1237—The old system of making up the lings at Kirkcudbright for Creetown and Glenluce, and of dropping them at those places, should be resorted to, 1238–1240.

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*Metropolitan Despatch*. Practice as to the delivery of letters from the London post-offices; all letters in the first instance proceed from the General Post-office, *Hill* 1873-1885-1928.—The variation of the time of delivery of letters in London is owing partly to the irregular arrival of the mails and partly to the variable amount of duty to be performed at the Post-office, *Page* 2789.—Considerable improvement has taken place in the distribution in the suburbs of London of letters which have been received by the night mails, *Viscount Canning* 4458, 4459.

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**Midland Railway.** Readiness of the Midland Company always to meet the wishes of the Post-office, *Hill* 1850—The mail train on the Midland line from Rugby is now run very fast, and is not proposed to be accelerated, *Alport* 3312–3315—Great number of times in which the mail trains on the Midland line have made up for delays which have occurred on other lines, *ib.* 3316, 3330–3333—The Midland Company carry the mails by agreement over their whole line for a lump sum of £3,000*l.* a year, *Alport* 3322–3326; *App.* p. 580.

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**Midland Route.** Time bill of the down night train from London to Edinburgh via Derby, for March 1854; *O'Brien* 17, and *Ex.* p. 4—Difficulty of fairly averaging the speed of the mail via Rugby and Derby, *ib.* 48—Unnecessary delay in sending a mail train to Edinburgh via Derby and York, *Right Hon. D. McLaren* 326, 334, 335–337—Comparatively few letters that would be delayed by breaking through the route via Tamworth, *ib.*, *O'Brien* 3387.

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Return of the average lateness in the arrival at York of the down night mail via the Midland Railway, and of the down day mail via the Great Northern, during April 1854; greater regularity by the Midland route, *Hill* 1550, 1551—Greater average lateness at Newcastle, in December 1853, of the night mail via Rugby and Derby, than of the day mail via the Great Northern line; inferences therefrom disputed, *ib.* 1552–1554.

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Running of the down mail (due to leave London, Euston-square, at 9.0 P.M., and arrive at Normanton 3.45 A.M.), for the months of October, November, and December 1853, *App.* p. 580–588.

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**Mileage Payment.** Average expenditure of about 10*d.* a mile for postal communication, by railway, *Hill* 1722—Impossibility of determining a fixed mileage rate over the kingdom, *Hast* 3055–3057—The highest award in Ireland has been 5*s. n. mile*, and the highest in England, 3*s. 6d.*, *Williams* 3998–4002.

See also Great Southern and Western Railway. London and Brighton Railway.

**Milner, William Mordenst Edward (Member of the Committee).** (Analysis of his Evidence.)—Inconvenience inflicted on a very important district near Leeds by the mails being now taken on to York and thence sent back 10 miles by mail cart for distribution, 819–819—Desire of the merchants, &c., in this district to return to the former system

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by which the mails were dropped at Bolton Percy, three miles from Tadcaster, without any actual stoppage of the train, 812, 813—Populous character of the district in question, 814.

**Money Orders.** Statistics of the number and amount of money orders issued in the United Kingdom; increase in 1853 over 1852 of nearly half a million of money, Viscount Cranmer 4327-4330—Great increase in the money orders issued and paid in Liverpool in January 1853 and May 1854, ib. 4343.

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## N.

**Newark.** Convenience of Newark as a point of centralization in the event of mail trains to the North via the Great Northern Railway, O'Brien 67. 119-121.

**NEWCASTLE-ON-TYNE:**

1. *Recent Improvement of the Mail Service.*
2. *Uncertainty and Delay in the Arrival of the London Mail.*
3. *Slowness of the Communication with sundry Places.*
4. *Explanation by the Post-office.*
5. *Improvements suggested.*

1. *Recent Improvement of the Mail Service:*

Acceleration of the trains from the South in June 1853, in order that the night mail might reach Newcastle in the morning; complaints of the subject having been made to the Post-office, O'Brien 14-16—Respects in which the postal arrangements between London and Newcastle have been improved since July 1853, Allinson 912-915. 237-239—Improvement in the local deliveries of letters at Newcastle, ib. 918, 919—Sundry improvements effected since 1853 in the mails between London and Newcastle-on-Tyne, App. p. 501, 502.

2. *Uncertainty and Delay in the Arrival of the London Mail:*

Great inconvenience to the town in the want of punctuality in the arrival of the mail train from London, Hinde 138-140. 252-270—Impossibility of punctuality at Newcastle by the present route from London via Derby, &c., ib. 138. 141, 170—The Newcastle merchants never know whether they will receive their letters at ten or twelve o'clock, ib. 139—Letters from the north to Newcastle advertised to; no complaints made on this score, ib. 149. 155, 156—Inconvenience of there being no local delivery in Newcastle before that of the London mail, ib. 156-160.

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Return of the hours at which the night mail trains running between London and Edinburgh, via Derby, arrived during the months of October, November, and December 1853, App. p. 453-455.

Reference to complaints of the irregularity of the London mail, Rep. p. iii. v—Lateness of the night London mail during October, November, and December 1853, ib. iv—Average daily lateness of forty minutes from June 1853 to March 1854, ib.—Complaints of the uncertainty rather than of the general lateness of the night mail from London, ib. v—Different remedies contemplated, ib. v-vii.

3. *Slowness of the Communication with sundry Places:*

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Great importance of quick communication between Newcastle and all the ports along the eastern coast, on account of the immense shipping interest at the former place, Allinson 200, 201. 216—Circumstance of witness having arrived at Newcastle from Dublin twenty-four hours before a letter which he had posted at the latter place before leaving it, ib. 204-211—Main importance to Newcastle of the London and east coast letters, which form at least seven-eighths of the whole correspondence, ib. 230-235.

4. *Explanation*

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*NEWCASTLE-ON-TYNE*—continued.4. *Explanation by the Post-office:*

Contemplated arrival of the down mail at Newcastle at 6 h. 7 m. a. m. instead of at 7 a. m. by an acceleration south of Normanton, and without any increase of speed between Normanton and Newcastle, *Hill and Page* 1450-1453, 1451-1458—Facilities for delivery at Newcastle before 9 a. m. under the contemplated arrival at 6 h. 7 m. a. m., *Hill* 1456-1505.

Great deal of misapprehension existing with regard to the circulation of letters between Newcastle, on the one hand, and Cambridge, Ipswich, and Yarmouth on the other; explanation as to the time of delivery at these places, *Page* 2725, 2726—Occurrence in the statement of Mr. Allhusen that no answer can be obtained to a letter from Newcastle to Yarmouth till the third day; remedy suggested which could be adopted were it not for the enormous expense and the amount of correspondence not justifying the same, ib. 2727-2739—Inutility of any return of the number of London letters weekly to Newcastle, *Hill* 1609—Estimated proportions borne respectively by the correspondence with Newcastle which would be accelerated by the adoption of the Great Northern route, and by the correspondence with Tamworth to Newcastle which under such route should be otherwise provided for, *Page*, *Hill*, and *Tilley* 2090-2095.

Ipswich might be added to this arrangement, but it would materially add to the expense, *Page* 2740, 2741—Refutation of the statement of Mr. Allhusen relative to the time taken to get answers to letters from Newcastle to Glasgow or Aberdeen, ib. 2742, 2743—Also of a like statement as to the delivery of Newcastle letters at Liverpool, Manchester, and Dublin, ib. 2744—Also of the statement that it requires four days for an answer to a letter from Newcastle to Ipswich; in the instance mentioned, it probably happened through the letter being posted too late, ib. 2783-2789.

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Calculation showing that by the Great Northern route a mail from London at 9 p. m. might regularly reach Newcastle, a distance of 272 miles, at 5.30 a. m., *O'Brien* 60, 62, 83-85—All the Newcastle district might be accommodated by the Great Northern route, ib. 63, 64—If the delivery of the mail in Newcastle could be completed by 10 a. m., satisfaction would be given, *Hinde* 136, 137, 164—The district around Newcastle requires an acceleration of the mail, if possible, ib. 138-140, 144-148, 154, 161-163.

Main importance to Newcastle of the punctual arrival of the London mail, without reference to mails from other parts of the kingdom, *Hinde* 149, 150-154—The Irish and west of England letters might be sent by Carlisle, ib. 152, 153—Belief that an hour and a half might be saved to Newcastle by adopting the Great Northern route, ib. 162—Satisfaction to Newcastle if the delivery from London be completed by 9 a. m., *Allhusen* 228-234—Sufficiently early arrival of the down night mail at Newcastle for the wants of that place, *Hinde* 2969-2971, 2973.

Recommendation that arrangements be made for the punctual arrival of the night mail at Newcastle, either by the Great Northern or Midland route, at an hour not later than 6 a. m., *Rep.* p. vii.

*See also Acceleration. East Coast Route. Eastern Counties. Great Northern Railway. Insurance of Shipping. Midland Route. Punctuality. Travelling Post-offices. York, Newcastle and Berwick Railway.*

*Newcastle, Shields, and Gateshead Chamber of Commerce.* Reference to complaints by this Chamber of Commerce of general irregularity and insufficient arrangements in regard to the mails, *Allhusen* 173-188—The Chamber of Commerce mainly request that the London mails be despatched by the Great Northern Railway, ib. 175—Correspondence between the Postmaster-general and the Chamber of Commerce adverted to and read, ib. 180, 181—This correspondence not having led to any prospect of redress, the Chamber of Commerce petitioned Parliament on the subject, hence the appointment of the present Committee, ib. 181—District and towns which may be considered as joining in the complaint of the Newcastle, Shields, and Gateshead Chamber of Commerce, ib. 182, 220—Sufficient cause shown for the complaints in question, ib. 183 et seq., 198, 199.

*Newspaper Stamp.* Suggestions with regard to the possible abolition of the newspaper stamp, *Knight* 3849.

*Newspapers.* Newspapers form about 2-10ths of the weight of the London mails, *Hill* 1349—Statement showing that they form 76 per cent. of the weight of the evening mails from London, ib. 2131, 4155-4158—There are 124,333 newspapers sent on an average every evening, *Hill's En.*, p. 394—Immense transmission of newspapers by the night mail; how far any restriction should be placed thereto, *Hill* 2229-2333, 2244-2248, 2261-2269—Larger cost to the Post-office for the conveyance of newspapers, than of letters, ib. 2263-2265, 2267-2269.

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Witness suggested some years since that a halfpenny should be charged on those newspapers posted between six and seven o'clock, r. m., and 1 d. on those posted after seven, *Bathurst* 2709—Receiving newspapers up to six o'clock greatly interferes with punctuality in despatching the mails, *ib.* 2710-2712—Witness would be glad to see newspapers removed from the Post-office altogether, *ib.* 2713, 2714—Great reduction in the number of the staff required at the Post-office, if no newspapers passed through it *ib.* 2715-2717.

Large newspaper mail from London on Fridays, *Huish* 2815, 2847—Immense weight of newspapers going by the down mails on the London and North-Western Railway, *ib.* 2845-2847—The foregoing statement refuted so far as the weight of the "Illustrated London News" is concerned, *Hill* 4134, and *Ew.* p. 393.

Decrease in the number of newspapers posted in the year 1853 as compared with 1852; reason thereof, *Viscount Caenby* 4313-4315—Under the new arrangements with the General Steam Packet Company, they are to be paid a halfpenny for every newspaper they carry to Assarafa, &c., although the Post-office will be receiving nothing from either sender or receiver, *ib.* 4447, 4448.

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**Night Mail.** Danger in running the night trains at the same speed as the day trains, *O'Brien* 49, 50—A night mail may be run at the same speed as an express train, allowance being made for stoppages, *Hill* 1380-1382—Expense of night service for any mail or passenger train advertized to, *Clarke* 2425, 2426—Enhancement of the payment if mails be run in the night, *Hill* 4164, 4165.

Return showing the hours at which the trains between London and Glasgow, London and Aberdeen, London and Edinburgh, and London and Holyhead, arrived at the various stations during the months of October, November, and December 1853, *App. p. 445-466*—Return showing the number of minutes (if any) which the night mails from London were behind time at the following stations, on each day, in the months of October, November, and December, 1853; viz., Bristol, Exeter, Plym, &c., Gloucester, Brighton, Southampton, Dorset, Norwich, Lincoln, Manchester, Liverpool, Holyhead, Glasgow, Edinburgh, and Newcastle-upon-Tyne, *ib.* 582, 583.

Lateness generally of the night mails from London, during October, November, and December 1853, advertized to and considered, *Rep. p. iii et seq.*

See also Acceleration. Bristol. East Coast Route. Great Northern Railway. Irregularities and Delays. Letters. London and North-Western Railway. Midland Route. Newspapers. Separation of Scotch and Irish Mails. West Coast Route.

**Normanton.** See *Crewe to Normanton.* York and North Midland Railway.

**North American Mail.** With respect to the North American mails, they being landed at Liverpool, Liverpool has the advantage over London, *Bosch* 896—These letters are sorted in Liverpool, *ib.* 897, 898—Larger proportion of letters for Ireland by the American mail, than for Scotland, *Banning* 1049-1046.

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**North British Railway.** Dispute at present between the North British Company and the Post-office, through the arbitrary decision of the latter as to remuneration, *Right Hon. D. McLaren* 353, 354, 380-382—Great inconvenience which arises from the dispute between the Post-office and the North British Railway Company, about the conveyance of the mails between Edinburgh and Hawick, *Coxon* 417.

Examination relative to the quarrel with the North British Company about conveying the mail between Edinburgh and Hawick; inconvenience resulting therefrom, and consequent complaints made to the Post-office, *Page* 2059-2064, 2083-2085—Concurrence in the statement that letters by the down mail from Berwick to Edinburgh are conveyed by mail cart instead of by railway, in consequence of the railway company having declined the terms proposed by the Post-office, *ib.* 2746, 2747.

Time tables of express and fast trains running between London and Edinburgh via the East Coast route, *App. p. 503*—Tables showing the running of the express and fast trains over the North British line, for October, November, and December 1853, *ib.* 585-587.

**North-east Coast.** Desirability of a more regular and early delivery all the way between Newcastle and Edinburgh, *Hinds* 150, 151, 154—Impossibility of the north-east coast being sufficiently accommodated, unless the Great Northern route be adopted, *Allison* 200, 204—Additional post-offices should be established along the line of railway between Newcastle and Berwick, *Sir G. Grey* 253-255, 270-274.

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*North-east Coast*—continued.

Objection to say additional post-offices between Newcastle and Berwick, as not being justified by the extent of the correspondence, *Tolley* 2103, 2104.

*North Kent*. Service of the mail in parts of North Kent by means of carts; the same explained, *Hill* 1393-1397.

*NORTH STAFFORDSHIRE RAILWAY*:

1. *Complaint as to the Non-conveyance of the Pottery, &c., Mails along this Line; Offer made by the Company.*

2. *Rejection of the Terms offered by the Company explained.*

1. *Complaint as to the Non-conveyance of the Pottery, &c., Mails along this Line; Offer made by the Company:*

The only answer given by the Post-office to the complaints about the mail-carts, made to them from the Potteries district, was, that the terms required by the North Staffordshire Railway Company were too high, *Hollins* 464, 465—*The London and North-Western Railway Company have bought the North Staffordshire line, but have not yet taken possession, ib. 466, 467—Transmission of letters both ways by the North Staffordshire line would meet all the wants of the Potteries*, ib. 479—Witness agrees with Mr. Hollins that the transmission of letters by the North Staffordshire line would remedy the whole of the grievances, with but little additional expen., *Stevenson* 598-600.

Very moderate rate at which the North Staffordshire Railway Company now carry mails, *Ricardo* 486-489, 501-504—The mails are carried for less than ordinary goods, ib. 490—Offer made by the company to convey the mails of the Potteries district for 1,000*l.* a year, but refused by the Post-office, ib. 491-497, 500, 506-508, 518—The offer of conveyance for 1,000*l.* per annum was for the night mail only, ib. 503—The room taken up by the mail bags might be devoted to parcels, and is therefore an item of expense to the company, ib. 534-538—If a guard is sent with the mails, he pays second-class fare, ib. 539-541.

2. *Rejection of the Terms offered by the Company explained:*

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#### PARCELS:

1. Generally, as to Conveyance by Post or Railway.
2. Extent of the Postal Traffic.
3. Transmission through the Post-office objected to by the Railway Companies.
4. Approval of Conveyance by Post; Complaints on the subject answered.

#### 1. Generally, as to Conveyance by Post or Railway:

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*POTTERIES (Staffordshire)*:

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2. *Explanation by the Post-office*.
3. *Papers laid before the Committee*.

1. *Complaints as to Delay and Insecurity; Remedies suggested*:

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*SPECIAL MAIL TRAINS:*

1. *Proposition for exclusively Mail Trains.*
2. *Objections on the part of Railway Companies.*

1. *Proposition for exclusively Mail Trains:*

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**Tadcaster.** Inconvenience to this place in the mails being sent on to York, and thence returned for distribution by mail cart; former system approved of, *Milner* 612-814—With reference to the changes of post complained of at Tadcaster, the same will be remedied as soon as the apparatus for exchanging bags can be fixed at that station, *Page* 2754-2756.

**Tamworth.** The delay on the York, Newcastle, and Berwick line is mainly attributable to the system of centralization at Tamworth, *O'Brien* 4-7, 13, 14, 72—When the junctions are all effected at Tamworth the down mail train to Edinburgh starts via Derby to York, *ib.* 88, 89—The detention caused at Tamworth is hardly avoidable, *ib.* 103.

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Delay at Tamworth, though not to the extent stated, *Hill* 2819-2827; *Rep.* p. v.—There has been considerable delay in forwarding the mails from Tamworth; less irregularity of late, *Albert* 3309-3312—Further evidence as to the delay naturally consequent on the system of centralization at Tamworth, *O'Brien* 3385-3387.

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**Tilley, John.** (Analysis of his Evidence.) Assistant-secretary in the General Post-office, 2102—Objection to any additional post-offices between Newcastle and Berwick, as not justified by the extent of the correspondence, 2103, 2104—Uselessness of a travelling post-

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*Unpaid Letters, &c.* Supposition that the limitation in weight of unpaid letters and parcels to four ounces, is done to prevent annoyance; objectionable articles having been sometimes formerly sent in unpaid letters, *Bekeham* 2706–2708.

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*Waterford to Carlow.* An arrangement is being made for the latter conveyance of letters between Waterford and Carlow, *Page 4121.*

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*Weatherby.* Inconveniences to this town in the mails not being given out at Bottom Percy, as formerly, *Milner 814-816*—Explanation thereof, *Page 2754-2756.*

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*Midland Route.*

*York, Newcastle, and Berwick Railway.*

*York and North Midland Railway.*

#### *YORK, NEWCASTLE, AND BERWICK RAILWAY:*

1. *Delays and Irregularities on this Line; Returns on the Subject.*
2. *Explanations respectively by the Company and by the Post-office.*
3. *Recent Award by the Marquis of Blandford considered.*

##### 1. *Delays and Irregularities on this Line; Returns on the Subject:*

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